

## 4.0 Local Circulation and Accessibility Element

This element of the Ramona Road Master Plan presents local circulation and accessibility goals along with planning and policy recommendations for achieving these goals.

### **Goals**

The following Local Circulation and Accessibility Goals have been formulated as the vision to guide local roadway system improvements in the Community of Ramona.

- 1) Preserve and enhance new roadway connections that provide alternate travel routes and better serve local travel.
- 2) Improve coordination of land development projects with transportation system improvements to ensure that the local grid network is not obstructed by new development.
- 3) Encourage patterns of urban development that enhance the walkability of the local circulation system. Such development patterns should incorporate many features presently found in the historic areas of Ramona, including reduced commercial building setbacks, off-street parking or parking in the rear of buildings, and a dense, interconnected street network.

### **Policies/Programs**

- 1) *Establish and adopt a Local Public Roadway System*

The primary policy recommendation for achieving Goals 1 and 2 involves the establishment of a Local Public

Roadway System that will secure a network of secondary roadways focused on the provision of improved local circulation and accessibility for Ramona residents. Along with the many benefits to local circulation, this secondary transportation system will minimize the necessity for Ramona residents to utilize Main Street for access to local destinations.

**Figure 4-1** displays roadway improvements and new roadway network connections that would be required to achieve the proposed Local Public Roadway System. Vermont Street, Kelley Street, and Hunter Street would provide the backbone for the local roadway system in the southern area of Ramona. Two new roadway connections would be required across the Santa Maria Creek: between Hunter Street and Montecito Road, and between Pala Street and Montecito Road. Two major north/south connections would be provided—along Vermont Street between Day Street and Montecito Road, and along Raymond Street, between Ramona Street and 14th Street. Both of these connections would provide additional parallel capacity to Main Street in the area of Ramona where many local, trip-generating land uses are located. Several other new connections are proposed between Montecito Road and 14th Street – along the A Street, B Street, D Street and E Street roadway alignments.

Because the A Street, B Street, D Street and E Street alignments between Montecito Road and 14th Street have





Figure 4-1  
Proposed Town Center Improvements  
Community of Ramona



# Ramona Road Master Plan

County of  
San Diego

already been developed, improvements to this portion of the roadway network could only occur over time as the area redevelops, or as roadway priorities are established through a County performed feasibility study. These roadway connections are therefore included in the Local Public Roadway System as a mechanism for preserving rights-of-way in the event that they become available for roadway development in the future. It is not anticipated that the construction of road improvements along these alignments would take precedence over the existing uses, other than as a result of County established and Board of Supervisors approved priority routes.

A new route for non-motorized travel is also under consideration between The Acres and the Ramona Community Park.

When roadway improvements are made to implement the Local Public Roadway System, safe access to transit stops should be given high priority in all roadway design plans.

All new roadway connections would be subject to an environmental review process which would identify environmentally sensitive areas and related impacts. Vernal pools, for example, have been found in the Ramona Street area and would need to be assessed prior to the construction of any new roadways.

**Figure 4-2** displays the resulting Local Public Roadway System. This system would ideally establish the mechanism for preserving roadway alignments that are necessary links in Ramona's secondary street network.

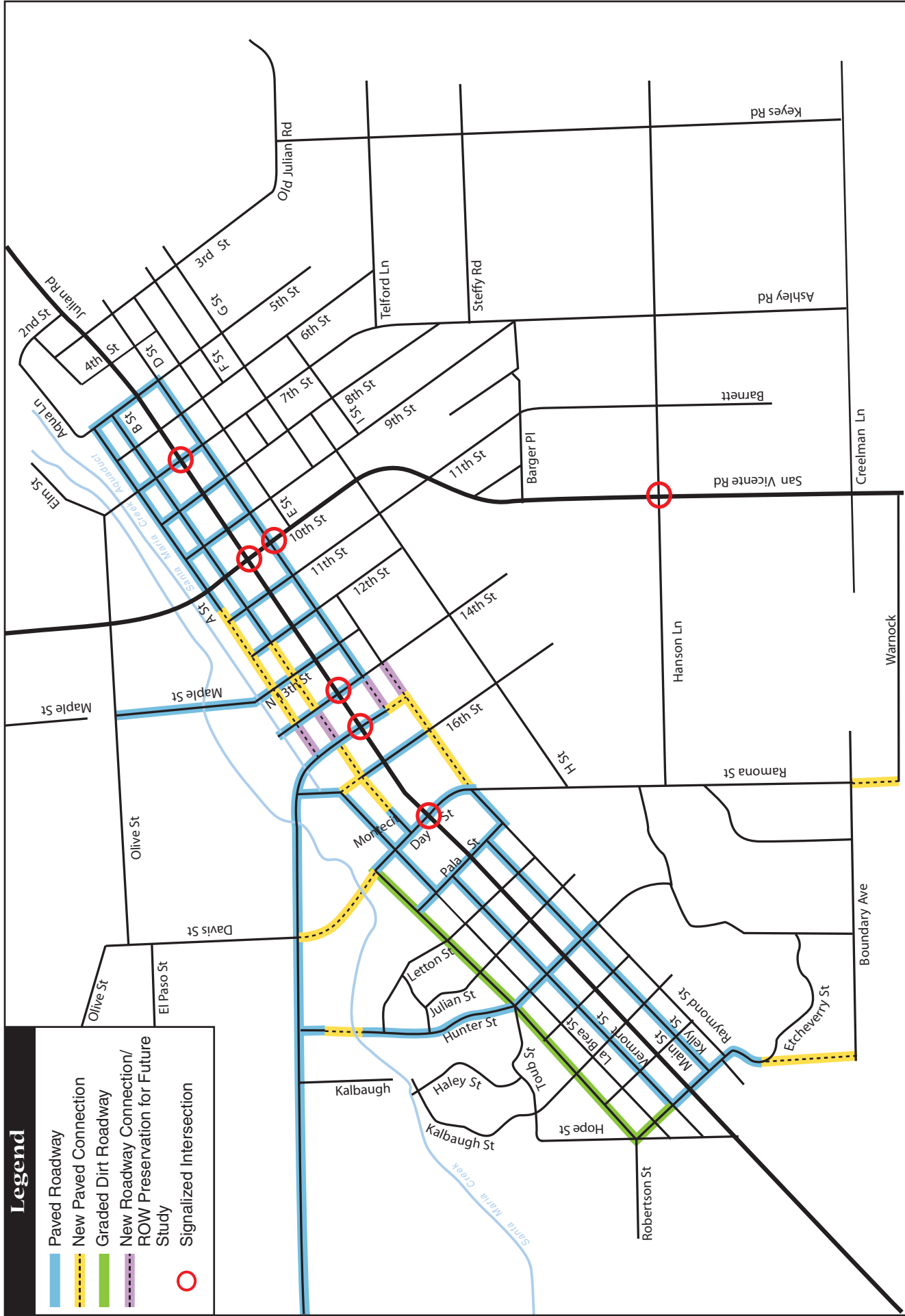
*2) Require a minimum of two points of roadway access to new residential developments generating 200 or more ADTs, and encourage commercial development along Main Street to provide access from secondary roadways rather than from Main Street.*

Some recent residential developments in Ramona have been constructed with only one point of access to the adjacent roadway network. In addition to poor access, this type of network design creates safety problems for emergency evacuation in instances such as brush fires. This proposed policy would require residential developments to include a minimum of two points of access to the adjacent roadway network.

Another similar site access issue relates to developments along Main Street. This policy would require site access, for new developments along Main Street, from secondary roadways as well as from Main Street. Coordinating land development review so that access from secondary roadways is provided for in project site designs will assist in relieving traffic congestion and related operational deficiencies along Main Street. Many of the problems occurring along Main Street result from congestion caused by drivers accessing land uses via driveways along Main Street.

*3) Encourage site designs and development patterns that facilitate non-vehicular access.*

Urban design and development patterns found in the historic area of Ramona between 10th Street and 5th Street—including a mix of land uses with a dense street network and small blocks, building placement to the front of



**Ramona Road Master Plan**

**Figure 4-2**

**Proposed Local Public Roadway System**

**Community of Ramona**

**County of San Diego**

parcels, and parking in the rear and on street—tend to promote pedestrian and bicycle travel. As noted in Chapter 3.0 of this Plan, the largest concentration of traffic problems occurs in the area of town characterized by typical "suburban" development patterns—large building setbacks with large parking lots between the street and building, and no on-street parking. Although the scale of more recent developments—ie. "big box" stores such as Kmart—may be more difficult to accommodate within the more traditional urban designs, many of the newer small business developments could easily be built along the lines of the older urban development pattern. The County should conduct a review of applicable zoning and site design guidelines for Ramona to ensure that basic accessibility and circulation considerations are properly encouraged and regulated. ❖

